BookletChart™

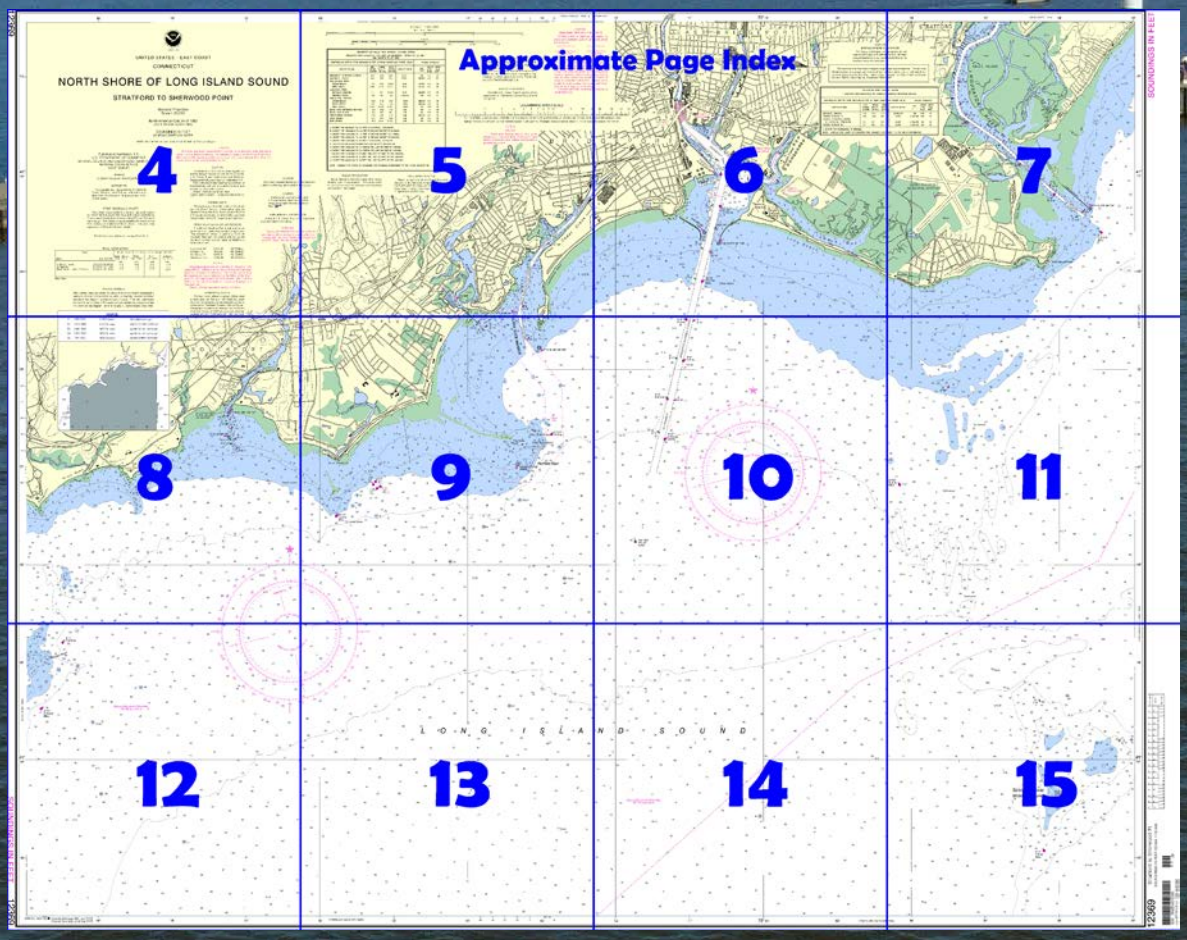
North Shore of Long Island Sound – Stratford to Sherwood Point

NOAA Chart 12369

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

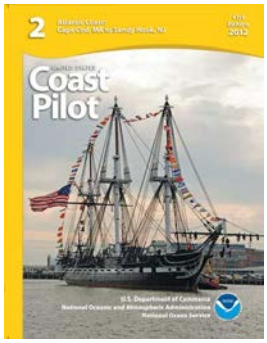
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12369.



(Selected Excerpts from Coast Pilot)
Bridgeport Harbor, on the north side of Long Island Sound north-northwestward of Stratford Shoal (Middle Ground) Light and about 52 miles from New York, consists of two widely separated units. The main harbor and its branches serve the east and central portions of the city of **Bridgeport**, and Black Rock Harbor and its tributaries serve the western part. Black Rock Harbor and Cedar Creek are described under separate headings.

Prominent features.–The large red and white horizontally banded stack of a powerplant on Tongue Point is the most prominent landmark in this area. Other prominent landmarks include several church spires, the radio towers at Pleasure Beach, and Bridgeport Harbor Light 13A. An aerolight about 1.3 miles northwestward of Stratford Point can be seen from offshore.

Bridgeport Harbor Light 13A (41°09'24"N., 73°10'47"W.), 50 feet above the water, is shown from a black skeleton tower with small white house, on a black base, on the west side of the entrance channel near the end of the west breakwater.

Channels.–From deep water in Long Island Sound the dredged channel extends north-northeastward between two converging breakwaters into the main harbor, and thence into the three tributaries, Johnsons Creek, Yellow Mill Channel, and Pequonnock River. Federal project depth is 35 feet in the main channel to just below the Connecticut Turnpike bridge. (See Notice to Mariners and latest edition of the chart for depths.)

A powerplant is at **Tongue Point**. A privately dredged channel leads from the main channel to the powerplant's offshore oil wharf on the south side of the point. In 1980, the channel, except for a 17-foot depth on the southwesterly side of the widener, had a reported controlling depth of about 26 feet; depths of 31 to 37 feet are reported alongside the wharf. Another privately dredged channel, used by barges, leads from the main channel to the powerplant's facilities on the east side of the point. In 2009, the controlling depth in the channel was 13.5 feet.

Yellow Mill Channel is entered through a dredged channel that leads for about 0.8 mile north-northeastward from just above the first bend in the main channel to the head of the creek. Flats, largely bare at low water, are on both sides of the channel. The Stratford Avenue highway bridge about 0.3 mile above the entrance has a bascule span with a clearance of 11 feet. (See **117.1 through 117.59 and 117.225**, chapter 2, for drawbridge regulations.) About 0.1 mile above the bascule bridge is a fixed turnpike bridge with a clearance of 39 feet. Depths at the wharves are 8 to 15 feet.

Pequonnock River, the most westerly of the tributaries, is easily clearance of the bridges over Pequonnock River follow: Connecticut Turnpike, fixed, 300 yards, 60 feet; Stratford Avenue, vertical-lift, 500 yards, 8 feet down and 68 feet up, Peck Railroad bridge, bascule, 0.5 mile, 26 feet; highway bridge, bascule, 0.7 mile, 4 feet. (See **117.1 through 117.59 and 117.219,** chapter 2 for drawbridge regulations.) The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KU-6033. The draw spans at the Congress Street bridge, 0.6 mile, have been removed due to deterioration but the approach spans have been retained.

Anchorages.–Bridgeport Harbor has three anchorage areas inside the breakwaters. An anchorage is on the east side of the main channel northwestward of Pleasure Beach. A second is on the west side of the channel south of Tongue Point and a third runs parallel to the west side of the main channel from Tongue Point to Steel Point. The rest of the harbor area consists of broad and shallow sand flats. Vessels seeking shelter from strong northerly winds sometimes anchor off the entrance; the holding ground is good.

A **general anchorage** is in Johnsons Creek.

Dangers.–The entrance is clear, and the only dangers are the previously discussed shoals on the east, south of Stratford Point, and on the west, the Penfield Reef shoals.

Currents.–The velocity of flood or ebb is about 0.7 knot in the entrance between the breakwaters. (See the Tidal Current Tables for predictions.) Inside the harbor the currents are generally weak.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY	KWO-35	162.55 MHz
Meriden, CT	WXJ-42	162.40 MHz
Montville, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.347" northward and 1.595" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HOUSATONIC RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS- REPORT OF APR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	13.0	13.0	13.1	10-11	200	1.06	18
THENCE TO BUOY 19	15.6	13.1	10.9	10-11	200-250	1.56	18
THENCE TO BASCULE BRIDGE							
IN 41°12'01.3"N., 73°08'38.4"W.	2.9	2.4	6.0	10-11	A 200-250	.89	18
THENCE TO BUOY 29	4.0	4.3	7.4	10-11	A 200-370	.90	18

A. EXCEPT FOR NARROWING AT BRIDGES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

BRIDGEPORT AND BLACK ROCK HARBORS - CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2010 AND SURVEYS TO MAY 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BRIDGEPORT ENTRANCE CHANNEL	30.3	31.9	28.1	2,5-09	400	2.5	35
BRIDGEPORT REACH	23.1	25.4	22.4	5-09	400-600	0.9	35
PEQUONNOCK RIVER							
LOWER REACH	7.5	12.0	A 12.0	10-03	69-300	0.5	18
UPPER REACH	B 8.2	C 7.9	D 7.1	10-03	69-125	0.4	18
JOHNSONS CREEK							
ENTRANCE CHANNEL	11.1	10.7	E 8.8	10-03	200-350	0.7	15
NEWFIELD REACH	9.0	9.0	9.0	10-03	100	0.1	9
YELLOW MILL CHANNEL							
LOWER REACH	13.9	14.8	16.2	10-03	200-100	0.3	18
MIDDLE REACH	12.1	14.4	11.0	10-03	200-100	0.3	18
UPPER REACH	F 9.5	G 11.4	H 10.1	10-03	150	0.3	18
BLACK ROCK ENTRANCE CHANNEL	9.3	13.2	11.2	2-03	150	1.1	18
BLACK ROCK REACH	8.5	12.7	10.7	2-03	150	0.6	18
CEDAR CREEK CHANNEL	11.0	12.6	11.3	2-03	200-150	0.4	18
WEST BRANCH	14.2	13.7	13.8	2-03	100	0.3	18
EAST BRANCH	I 14.4	J 14.9	K 12.4	2-03	100	0.2	18

A. EXCEPT FOR SHOALING TO 5.3 FEET AT 41°10'54.0"N, 73°11'06.0"W.
B. EXCEPT FOR SHOALING TO 4.2 FEET IN THE LAST 300 FEET OF THE CHANNEL.
C. EXCEPT FOR SHOALING TO 1.6 FEET IN THE LAST 300 FEET OF THE CHANNEL.
D. EXCEPT FOR SHOALING TO 1.6 FEET IN THE LAST 300 FEET OF THE CHANNEL.
E. EXCEPT FOR SHOALING TO 3.6 FEET AT 41°09'56.0"N, 73°10'02.3"W.
F. EXCEPT FOR SHOALING TO BARE IN THE LAST 300 FEET OF THE CHANNEL.
G. EXCEPT FOR SHOALING TO 3.4 FEET IN THE LAST 300 FEET OF THE CHANNEL.
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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Stratford Shoal	(41°04'N/73°06'W)	7.1	6.8	0.2	-3.5
Bridgeport	(41°10'N/73°11'W)	7.3	7.0	0.2	--.--
Black Rock Harbor Entrance	(41°09'N/73°13'W)	7.5	7.2	0.3	-4.0

(May 2005)

12369

19' 18' 17'

11'

41° 10'

09'

08'

UNITED STATES - EAST COAST

CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

STRATFORD TO SHERWOOD POINT

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

For Symbols and Abbreviations see Chart No. 1

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(May 2005)

SOURCE DIAGRAM

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SOURCE			
A	1990-2003	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

CAUTION

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

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NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION

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CAUTION

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SUPPLEMENTAL INFORMATION

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WARNING

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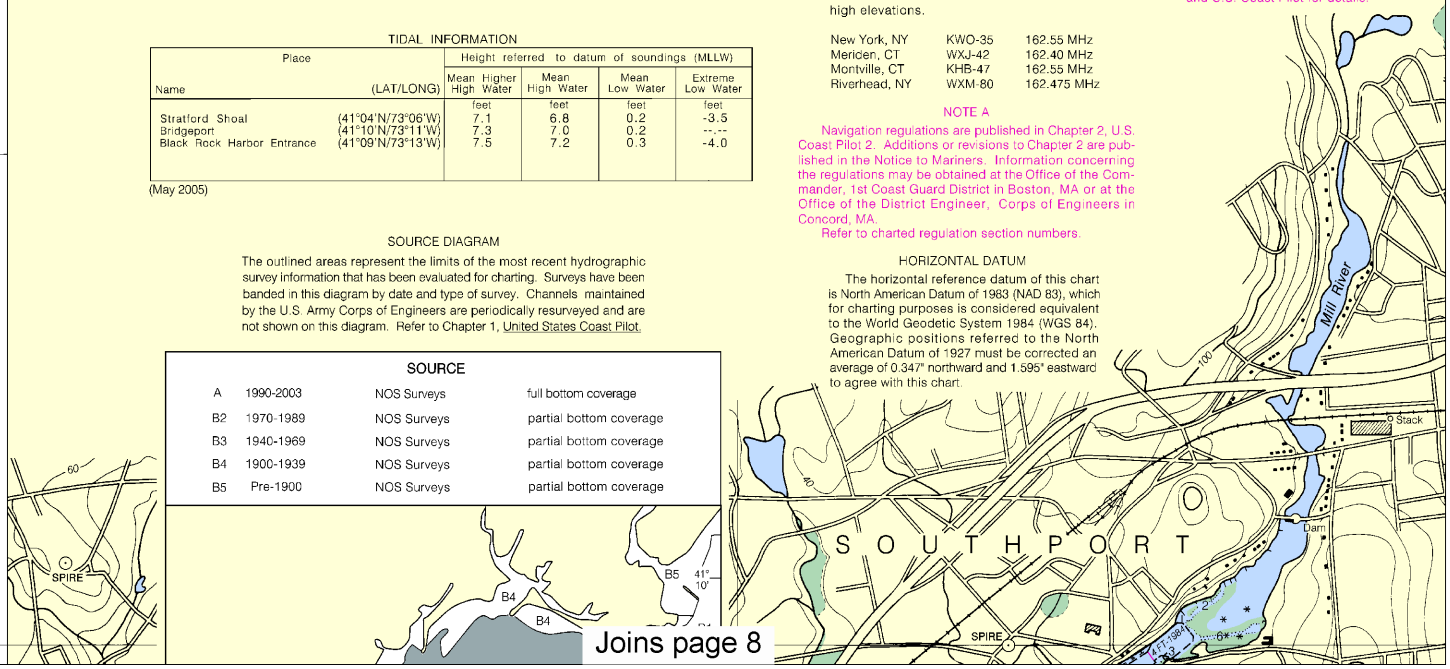

Joins page 8

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Formerly C&GS 220, 1st Ed., Jul 1919 KAPP 2187

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Yards

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BRIDGEPORT AND BLACK ROCK HARBORS - CHANNEL DEPTHS

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CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40

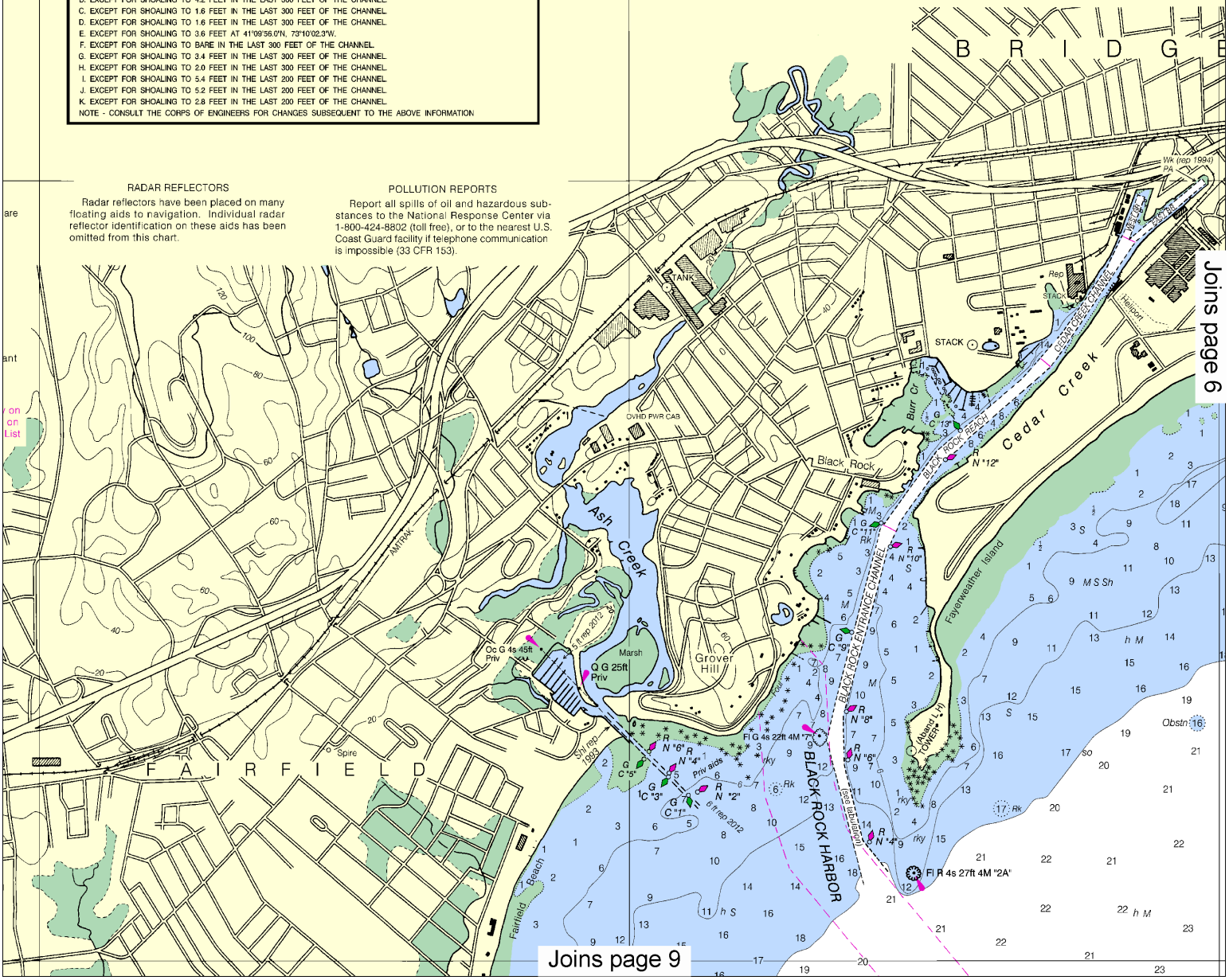
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, pla
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 kno

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Joins page 5

Joins page 10

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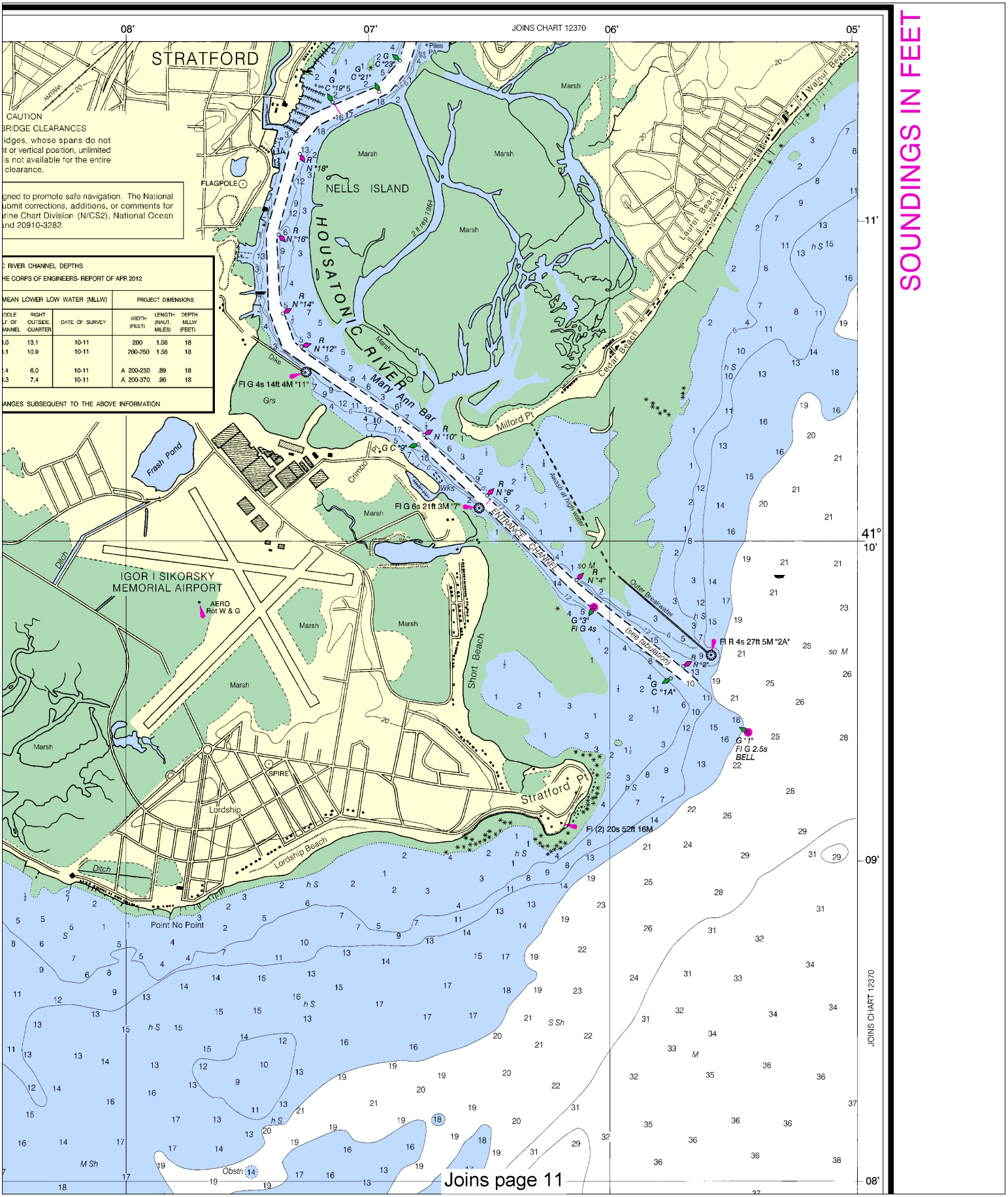
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

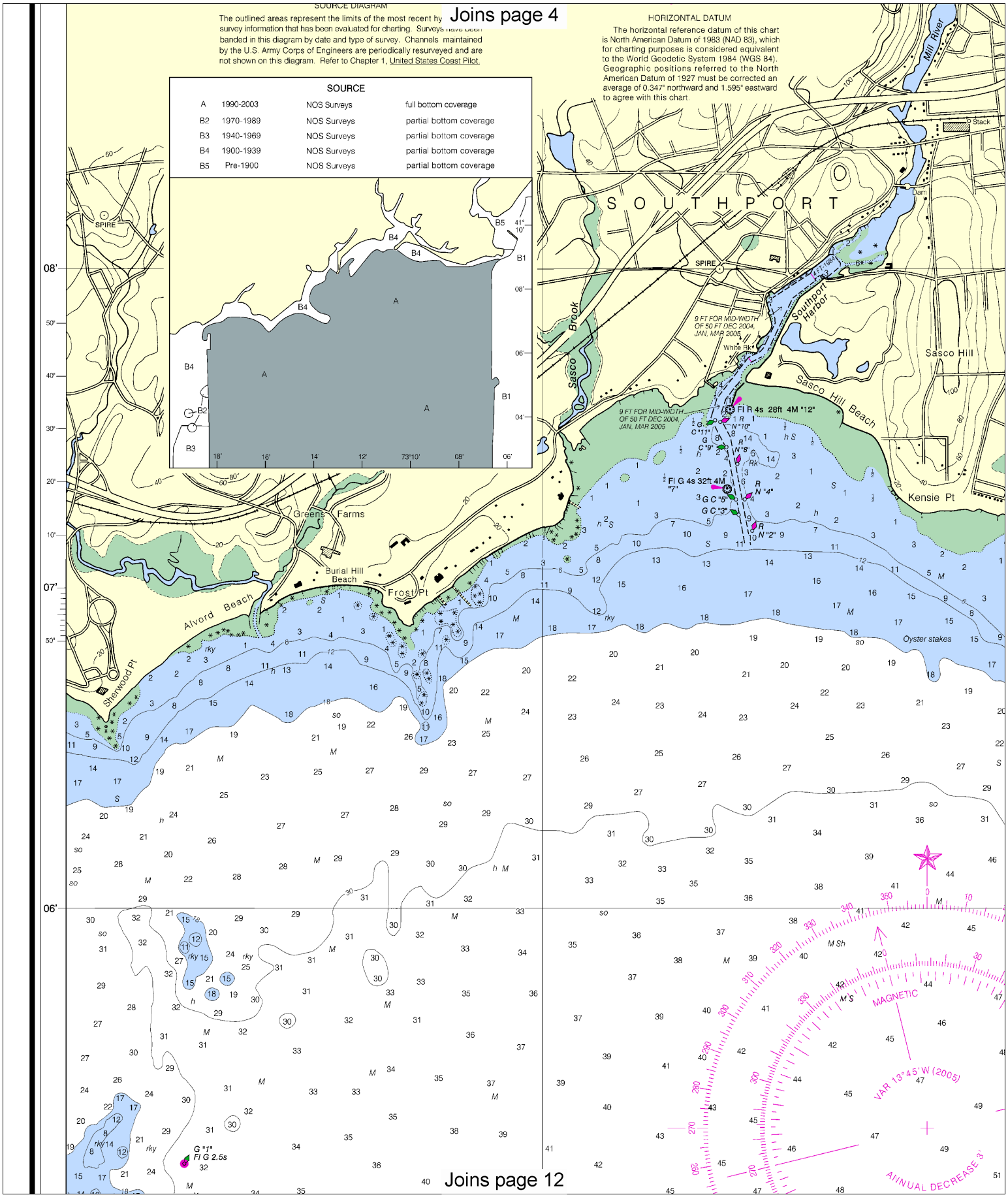
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

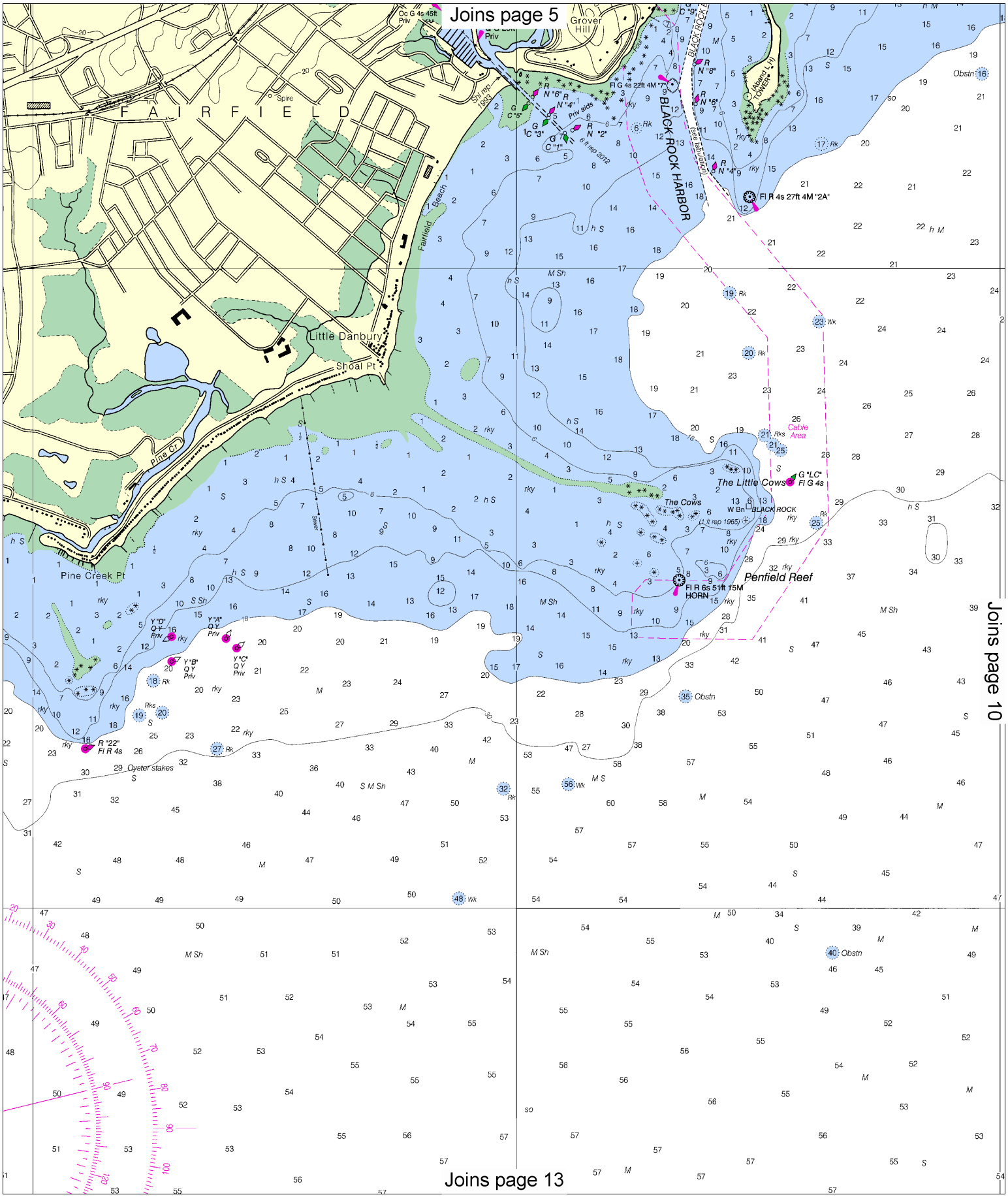


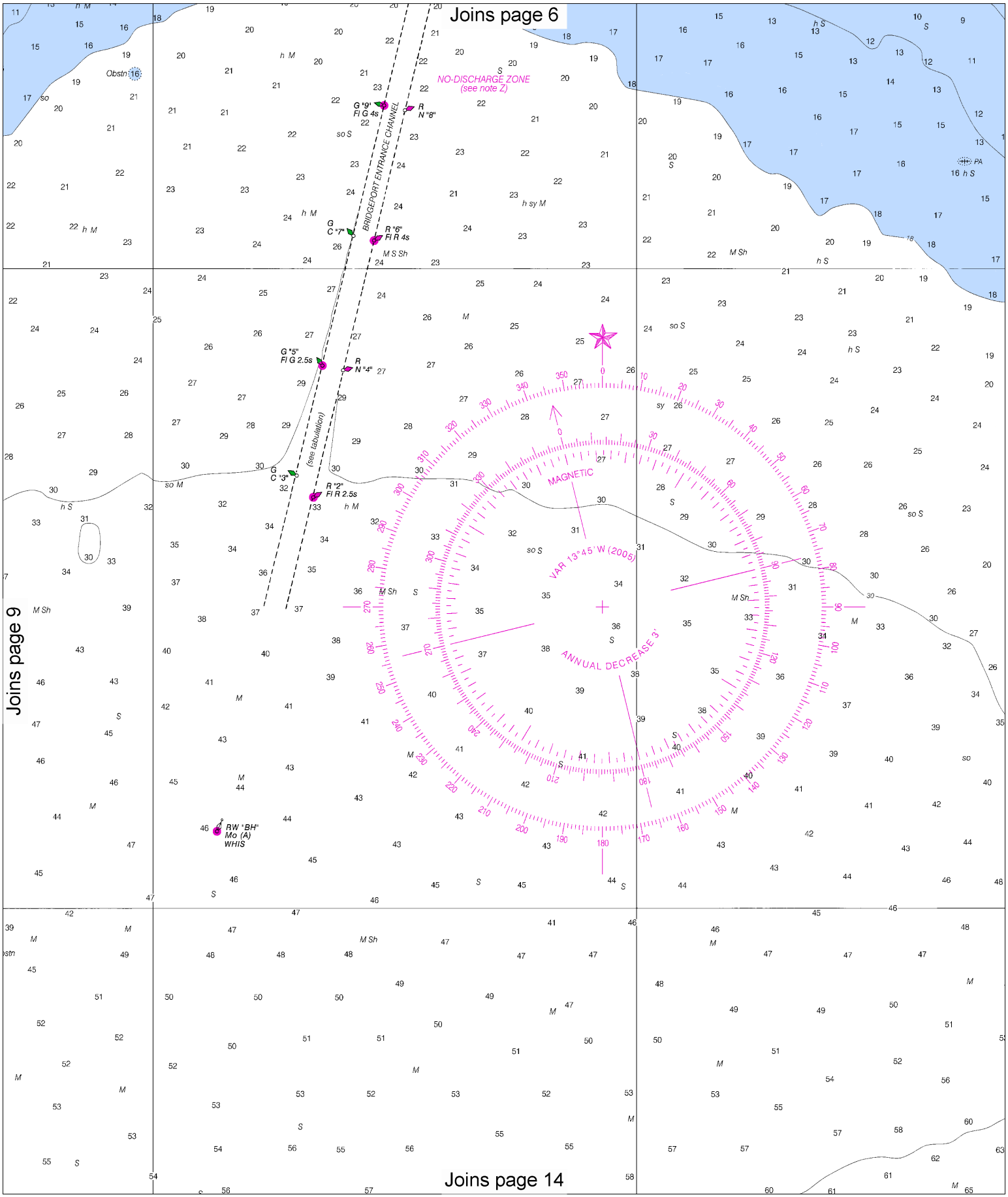
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 5
Grover Hill
Oc G 4s 45ft Priv
Priv
Spire
F A I R F I E L D
Shl rep 1993
BLACK ROCK HARBOR
Fl G 4s 22ft 4M "7"
R N "8"
R N "6"
R N "4"
R N "2"
G C "5"
G C "3"
G C "1"
Priv aids
6 ft rep 2012
Rk
rky
Obstn
Fl R 4s 27ft 4M "2A"
Fairfield Beach
h S
M Sh
Little Danbury
Shoal Pt
Pine Cr
Pine Creek Pt
Cable Area
The Little Cows
G "LC" Fl G 4s
The Cows
W Bn
BLACK ROCK
(1 ft rep 1965)
Penfield Reef
Fl R 6s 51ft 15M HORN
Y "A" Q Y Priv
Y "B" Q Y Priv
Y "C" Q Y Priv
R "22" Fl R 4s
Oyster stakes
S M Sh
Wk
Joins page 10
Joins page 13



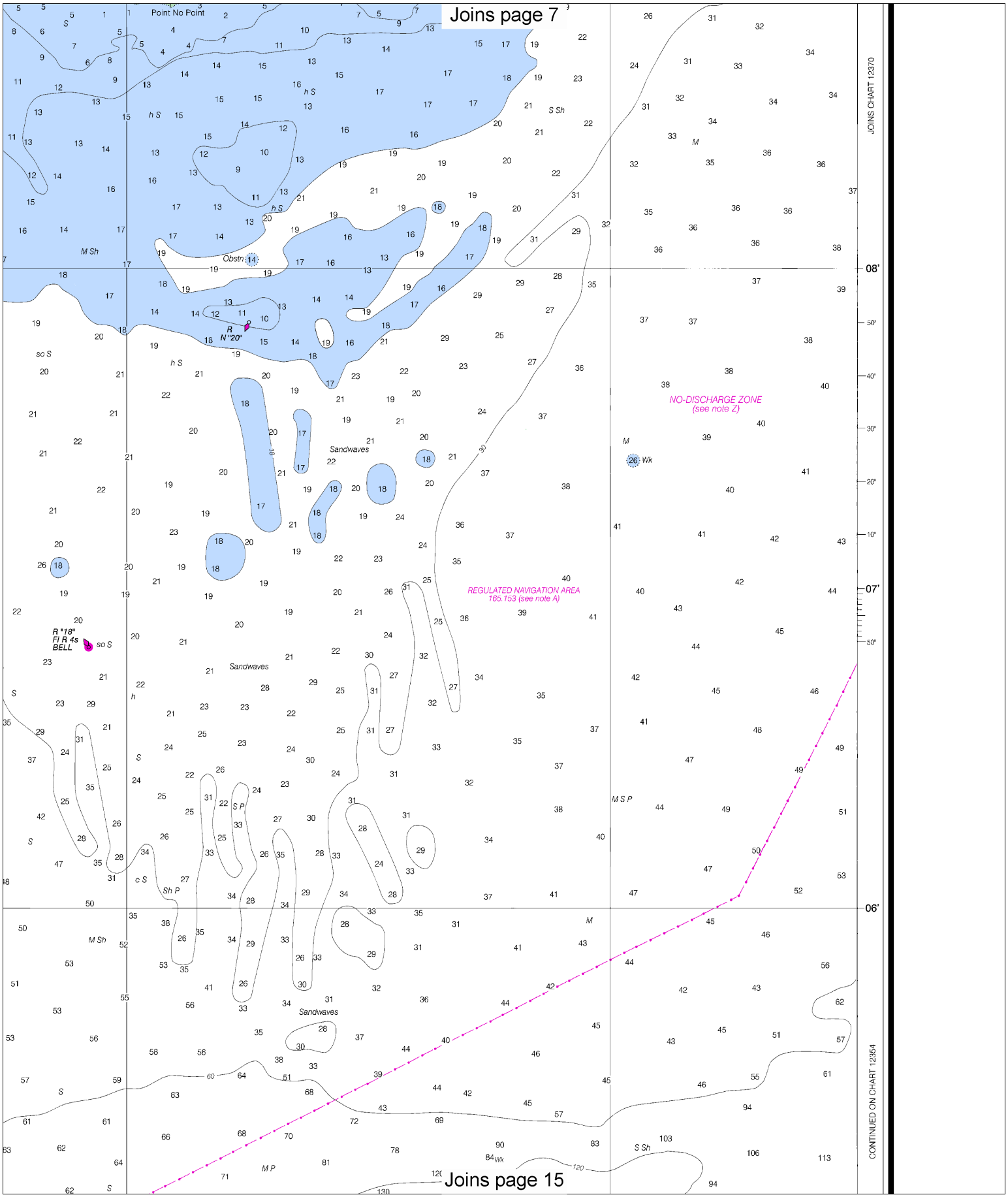
10

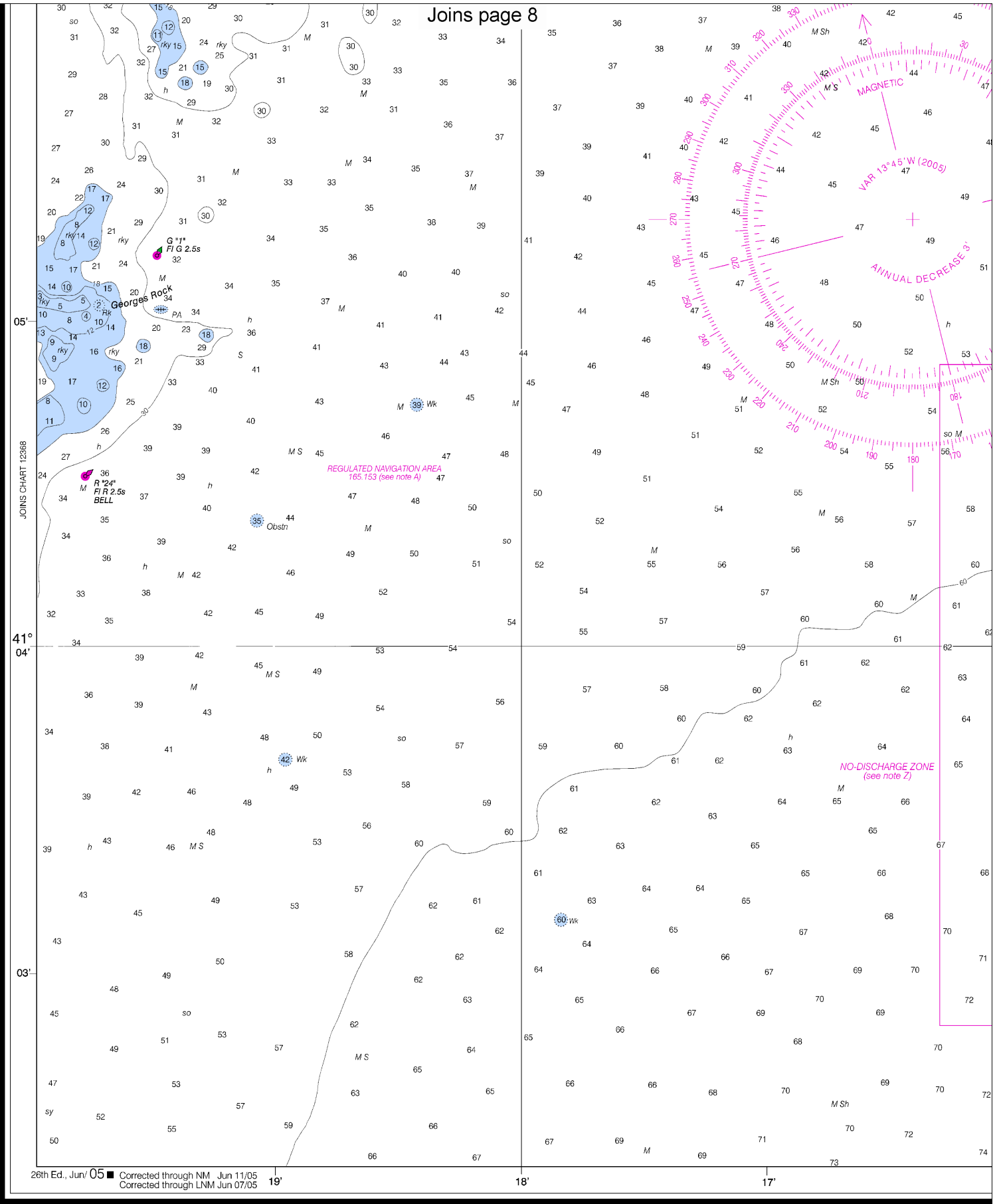
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
Point No Point
JOINS CHART 12370
08'
07'
06'
NO-DISCHARGE ZONE
(see note Z)
REGULATED NAVIGATION AREA
165.153 (see note A)
R "18"
Fl R 4s
BELL
so S
Sandwaves
Obstn
M Sh
h S
S Sh
M S P
Sh P
c S
M P
R
N "20"
Wk
CONTINUED ON CHART 12354
Joins page 15



SOUNDINGS IN FEET

12369

26th Ed., Jun/05 ■ Corrected through NM Jun 11/05
Corrected through LNM Jun 07/05

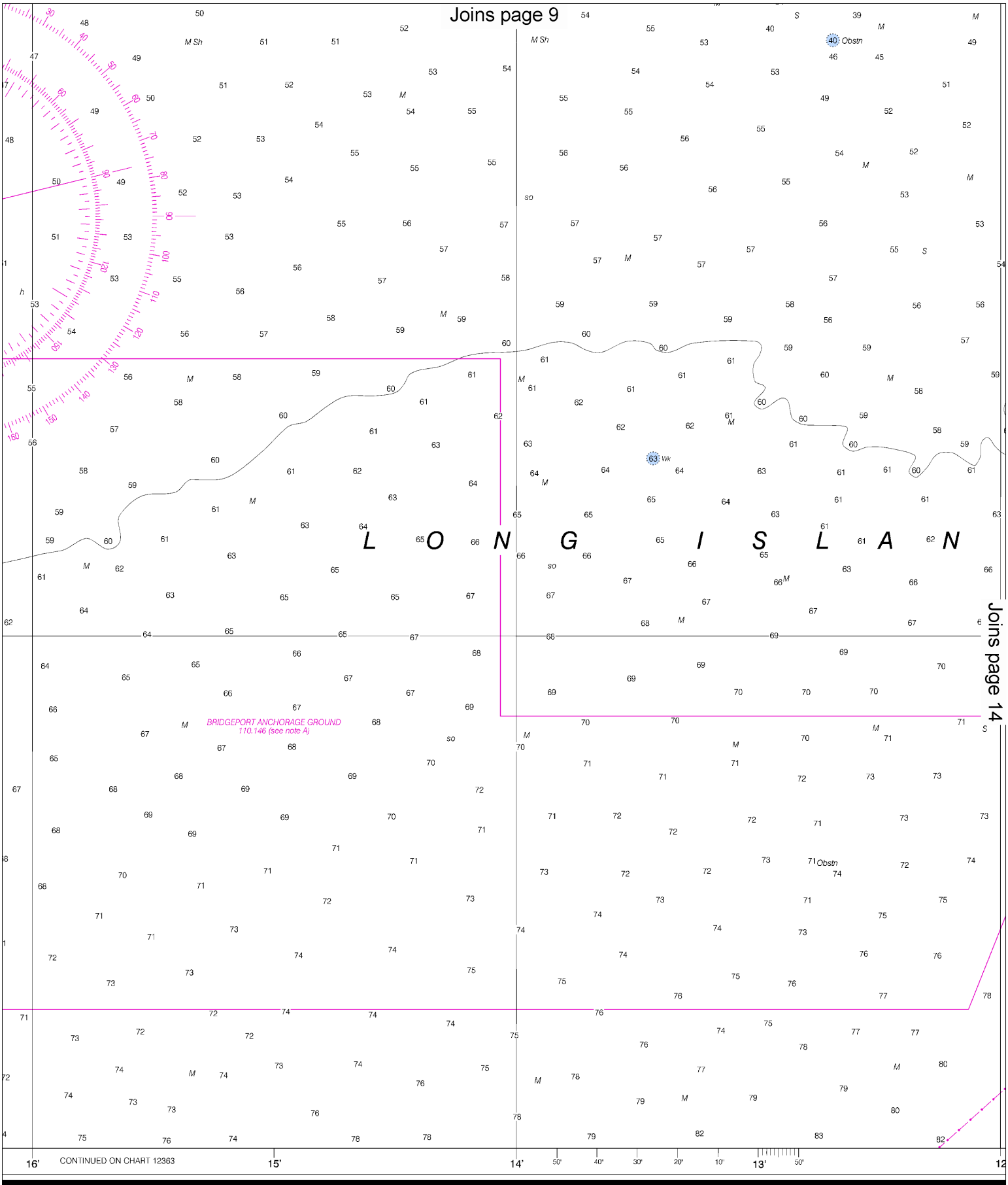
12

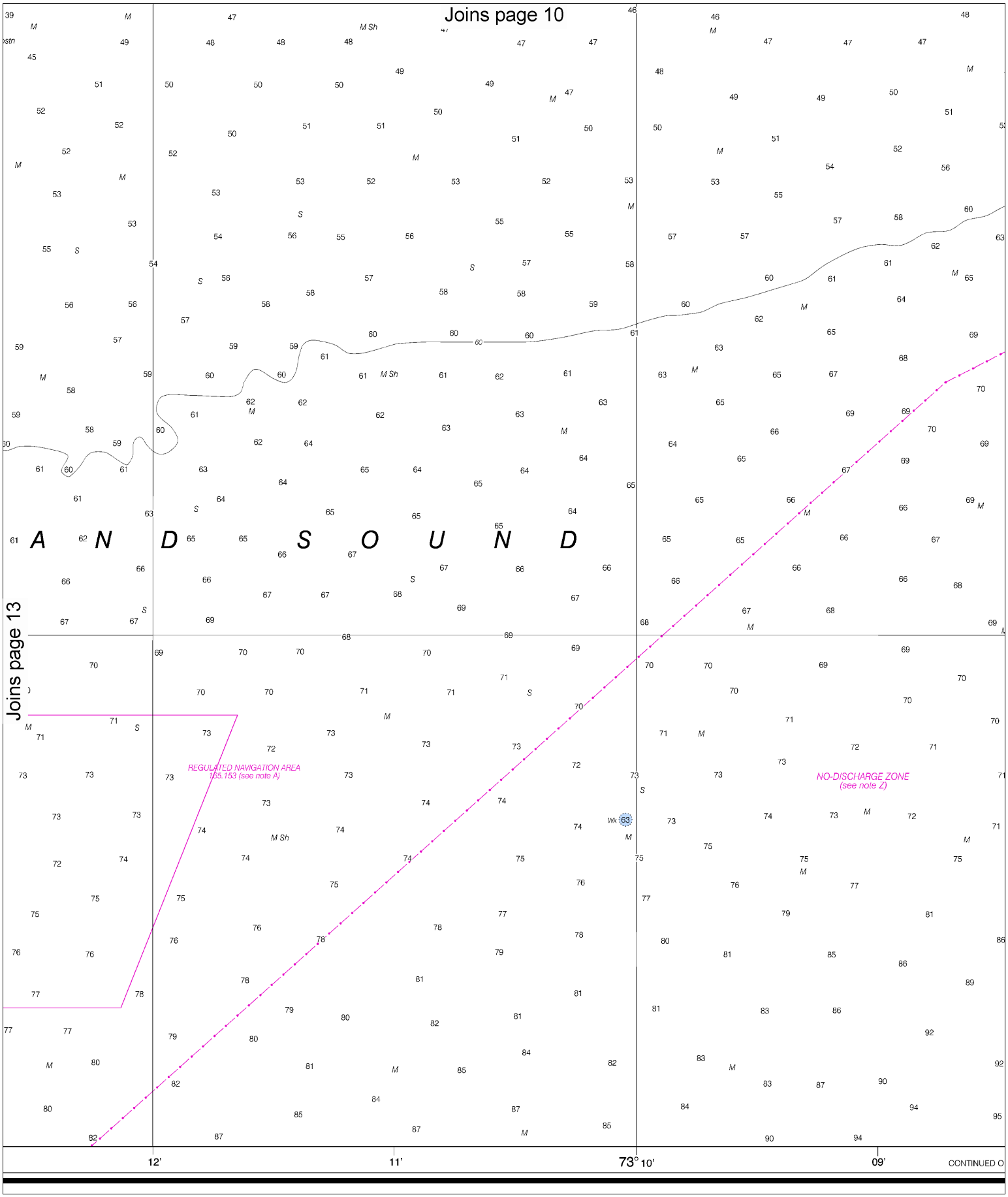
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
LONG ISLAN
BRIDGEPORT ANCHORAGE GROUND
110.146 (see note A)
Obstn
Wk
Joins page 14
CONTINUED ON CHART 12363
16'
15'
14'
13'
12

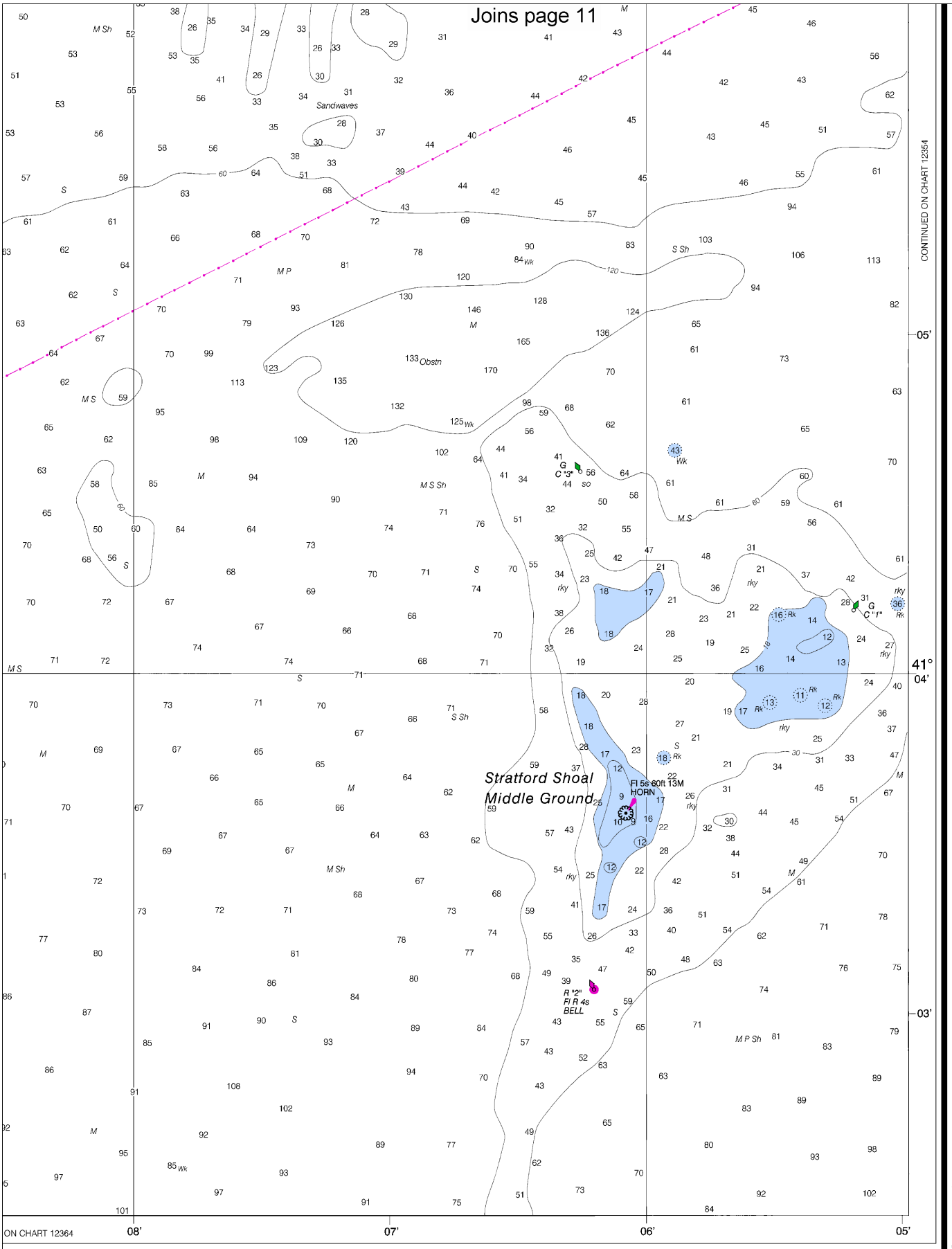


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



12369

Stratford to Sherwood Pt

SOUNDINGS IN FEET-SCALE 1:20,000

ED. NO. 26

NSN 7642014010393

NGA REFERENCE NO. 12XHA12369

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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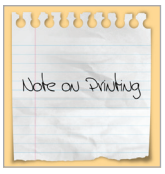

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NOAA's Office of Coast Survey The Nation's Chartmaker